

SECRET

[ ]-63  
Copy 1 of 6

25X1A

29 August 63

MEMORANDUM FOR THE RECORD

SUBJECT : OXCART STATUS

1. OXCART Flights, 28 August:

- A. Aircraft #126: Flight 16; purpose - refueling, ARC-50, EG&G checkout; duration - 3:06 hours; max. Mach .96, max. altitude 40,000 ft. Refueling considerably less difficult than previously. Four contacts made, 15,000 lbs. transferred. ARC-50 reception good but range and bearing inoperative. EG&G instrumentation runs looked good.
- B. Aircraft #127: Flight 4; purpose - refueling, ARC-50, SSB radio check; duration - 1:37 hrs; max. Mach .95, max. altitude 45,000 ft. Pilot reported no difficulties maintaining contact with tanker during refueling. Four contacts, 15,000 lbs. transferred. ARC-50 reception good; transmitter, bearing and distance modes inoperative. Single side band reception OK but transmitter inoperative - lower band. Reception and transmission OK - upper band.

2. OXCART Status, 28 August:

- A. Aircraft #121: Engine removal due compressor honeycomb problem.
- B. Aircraft #122: Engine removal due compressor honeycomb problem.
- C. Aircraft #124: Routine maintenance. Scheduled 29 August.

25X1D

Handle via [ ]

SECRET

Control System

~~SECRET~~

[redacted] -63  
Page 2

25X1A

- D. Aircraft #125: Engine removals. Right engine - control system scheduling malfunction. Left engine - excessive oil consumption (over 50 hours total time).
- E. Aircraft #128: In final assembly.

SIGNED

[redacted]  
Aircraft Systems Division  
(Special Activities)

25X1A

25X1A

[redacted] SD/OSA:mvp (29 Aug 63)

Distribution:

- Cy 1 - AD/OSA  
2 - D/TECH/OSA  
354 - ASD/OSA  
5 - ASD/OSA (chrono)  
6 - RB/OSA

~~SECRET~~